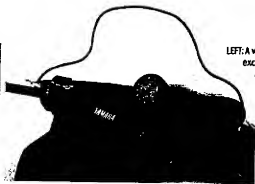
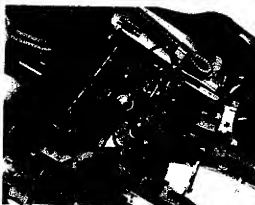


EXHIBIT VV



LEFT: A warm windshield, great instruments and excellent switchgear make riding the Venom a pleasure on groomed trails.



RIGHT: First introduced in 1997, this case reed triple with flat-slides delivers nice, mellow power and gets surprisingly good gas mileage compared to a same-sized twin.

The fact is, the Venom is the most expensive sled in the group and the margin is widest between it and the Indy 500, the sled it most closely competes with on design and feature benefits. On the other hand, it's challenging to compare the Venom to the REV when the technology is so completely different between the two. One is old school, the other is radical, contemporary and a glimpse into the future. The Venom's equal length radius rod front end was old five years ago and its Pro-Action Plus skid-frame should be replaced with Yamaha's own

One factor in a value equation is always what the snowmobile will be worth two or three winters hence. While the Venom has appeal - that stingy triple and dare-the-devil styling - the key question remains: will a snowmobile costing this much old school command any price when the time comes to say goodbye? Since a buyer better plan to run the wheels off this Yamaha to get maximum value, we would've been happier with the new Vector skid. - C.J. Rowland

After grabbing the fan flipper and listening to the 3 into 1 symphony out the exhaust, I was quite impressed. Very smooth power. The Pro-Action skid was lacking in bumpy conditions. Racking blue looks great on snow. - A.J. Lester

new Vector technology. In fact, if it were, the Venom would be a lighter, completely different sled with a huge improvement - and a giant leap on the value quotient.

The Venom is most comfortable on fast, smooth trails where its engine can wind out and its suspension isn't overly taxed. The shock choice on this sled (hydraulics on the front, gas cell shocks on the rear) is not at the premium level of some Pro-Action Plus Yamahas of the past. To be fair, we always felt this fully coupled sled rode better with cheaper shocks than it did with the more pricey IEP gassers offered on say, the Viper. The skid offers plenty of adjustment and if riders are careful and attentive with settings, the ride can be decent.

Equipment is fairly abundant: great handlebar heaters, really good composite saddleless skis, full instrumentation, a 1-inch deep Camoplast track and very appealing styling. Electric start and reverse are expensive



With trailing arms and equal length radius rods, the Yamaha's front end is sometimes taxed in the bumps. Saddleless, plastic skis are a class act, though.

acquisitions and really jack the Venom's price tag into the black hole of value-vacuum.

It comes down to this: Although the Venom may not be for everyone, we feel it does offer a lot for those buyers who specifically want a conventionally designed, distance cruising, groomed trail kind of sled. Much of the value boost comes from the high manufacturing quality present here and, from what we've observed over the last fifteen years or so, old Yamahas wear well and keep their resale value at healthy levels. In the big picture, it represents, not the strongest value of the group but nevertheless, credible bang for the buck.

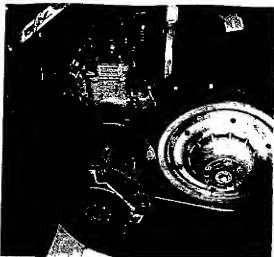


Ski-Doo made virtually no engineering compromises to offer a value priced version of the highly successful REV. RV. Inherently light, has an excellent base engine and offers the latest tech.

Ski-Doo REV500SS Trail

Clearly, the REV is changing the modern snowmobile. More developments from the other OEMs are soon to follow but you can be assured of this: rider

forward ergonomics are the REV's calling card and many buyers are willing to step up and pay more to experience the amazing difference they



The 600 hidden in the REV's bodywork is a strong running cylinder reed design with flat-slide carburetor and exhaust valves. Certainly not as potent as the 600HO or 504 mills available but nevertheless, a lot of blast for the bling.



The most obvious cost-down here is the use of more basic gas cell shocks. To be fair, the Trail version REV still rides very well, mostly a result of its rider-forward design.

make. Ski-Doo is to be saluted in its attempt to produce a liquid-cooled REV at a value price.

The REV 500SS is targeted at the 500 class

MODEL	BASE PRICE	UPGRADE	COMPARABLE
SABERCAT 500	\$5,799	\$7,599 (Sabercat 600EFI LX)	\$6,899 (Firecat F-5)
INDY 500	\$5,499	\$7,249 (XC500SP)	\$6,749 (XC500SP)
REV500SS	\$6,399	\$7,399 (600HO Adrenaline)	\$6,899 (500SS Adrenaline)
VENOM 600	\$6,799	\$7,999 (RS Vector)	\$7,299 (Venom ER)

buyer and Ski-Doo comes very close to meeting this class when compared to the competitive traffic. Pricewise, the 500SS hits the nail pretty squarely. Here's the twist - even if the 500 SS is a little heavy on its sticker, it need not apologize. Why? Because it isn't a 500!

The 500SS uses the original Series III Rotax 600cc twin for motivation. This engine utilizes the smaller 440/500 cases to produce a very credible 110 plus HP surge. It first appeared in 1999 in the original ZX MX-Z 600. In its debut year, the 600 Series III was potent but had to take on the imposing 600 Polaris

Liberty twin; not a small chore. As the millennium turned over and 600 performance levels became silly, exceeding the 120 HP mark, Ski-Doo retooled the Series III 600 and incorporated the big-block 700/800 cases with new cylinders. This motor could scavenge more air and fuel through its cylinder reed design. The original 600 went to Rotax heaven for two seasons.

Ski-Doo wisely chose to revive this bulletproof engine for use in the REV 500SS. But again, we can't help but wonder why the masquerade? Why throw a 600 in a sled and call it a 500? The answer lies in two rationales. First, you'll notice Ski-Doo does not offer a liquid-cooled 500 engine in its line-up anymore. Removing this engine size was part of a cost rationalization program which pivoted on less tooling, lowered cost per unit and ultimately, more profit per unit. Not a bad approach, except for this reality: the 500 class is still a good place to do business!

The other problem Ski-Doo has addressed with this stealth 600 is insurance premiums in some key markets, particularly the bread basket of US sales, the Midwest. These states have fought hard against an insurance edict penalizing over-500cc sleds. The 500SS is officially a 500 class sled and slips under the insuro-radar, obtaining coverage for less than a 600cc or bigger sled.

Here's another thing. In "Raiders of the Lost Ark" there's a scene where Harrison Ford fares a giant bad guy, wielding a sword. Indiana Jones simply reaches for his revolver and shoots the big dude. The moral? Arriving at a pea shooter fight carrying a baroque insures no-cess.

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RIGHT: The cockpit is nicely equipped and gives no hint of the Trail being a lower priced snowmobile.



There can be little doubt the insertion of this sweet 600 Roxor into a REV chassis is a home run from both a value and performance standpoint. The 500SS mimics the performance of the potent 600 HO Roxor REV at all trail speeds. There's even reason to believe the 500SS can produce a day's run on less fuel than the 600 HO. While we won't argue about fuel economy here, we will say there's precious little a 500cc sled can hand the 500SS on a full pull down Keweenaw Lake. Remember this: There's no replacement for displacement.

After the engine displacement charade is exposed you're left with the sport's most innovative chassis. This is a trail REV with no cheap rationizations. There's a well calibrated and durable SC-3 skid with 2-way coupling and a less active rear arm to accommodate the front weighing REV's demand. Up front, Ski-Doo's lightweight A-frame set-up has a fully active sway bar and recalibrated spring rates delivering plush trail responses. Sure, the Trail's less sophisticated gas cell shocks are not as zoot as the IFP gassers available on the Adrenaline upgrade bar, with the REV's rider forward weight bias and a fully evolved midframe, the ride is still exceptional.

You can confidently back the REV 500SS into a decreasing radius turn dragging the brake, leaning inside while spacing the throttle at the apex. The sled will transition from moderate understeer to rail out oversteer with grace. When it comes to running bumps, there's no possible way to compare a REV to the competition. In essence, that's really what we have to say about the 500SS REV. It's a superb value but, all things considered, it's the most incomparable among the sleds covered here.

If you're six feet and under, you can't help but love the REV and the way it glides down a trail. The 500cc engine masquerade is frosting on a piece of cake that, while it's a bit more costly than some others, offers a seriously up-to-date tech package, zesty styling, and a collection of chassis and equipment features not likely to look dated anytime soon. We just wish we could ride a bit warmer on this otherwise hard to resist Ski-Doo. — C.J. Ramstead

Slapping a Chevy Cavalier sticker over a C-6 Corvette emblem makes about as much sense as this. Although the shocks are less impressive than other REVs, everything else works 100 percent. REV chassis: SC-3 skid. Solidit - A.J. Laster ▲



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